



SOME MOTHERS

Have found it hard to please themselves in Children's Clothing. This is particularly true of those who have never tried our kind. Our long experience has demonstrated that much invisible merit is possible in Clothing. We insist on having that sort. For all-around value—correctness in style, honest of quality, careful workmanship and finish, and low price ours has no equal.

The above illustration shows some of our SPRING STYLES.

Sailor Suits,
Russian Blouse,
Norfolk Three-Piece
and Double Breasted
SUITS

For Boys and Children in striking new styles.
We would be pleased to have the Mothers call and see them.

WALLERSTEIN'S

Third and Broadway.

LITERARY NOTES.

"The Moon Maiden" and "The Curlew Dealer" are new pieces by Richard Carle.

"The Country Judge," a new pastoral play by Alice E. Ives and Jerome Eddy, will be produced in New York next March.

Friends of Robert Buchanan have formed a committee for the purpose of raising a fund for the maintenance of the author, who is no longer able to work.

"Richard Mansfield's Acting Edition of Shakespeare's King Henry V." will soon be published. It is understood that Mr. Mansfield's arrangement of the play is based chiefly upon Rolfe's edition of Shakespeare.

Dr. Winthrop Ellsworth Stone, president of Purdue University, Lafayette, Ind., is only 38 years old. Prior to his selection as president he had been vice president for eight years. He is a graduate of the Massachusetts Agricultural College and took a post-graduate course at Göttingen.

Among books a tale recently written by Edward Perry Warren is called "The Prince Who Did Not Exist." It concerns a prince in a fairy book who was in the most doleful straits because he had fallen in love with a real young lady who was not in the book, whereby she was prevented from expressing even a sisterly interest in him.

Longest Third-Rail Road.

Heavy cars, each holding sixty passengers, traveled easily thirty-seven miles in one hour over the Albany & Hudson Electric railway, at the formal opening, recently. The road is interesting in that it is the longest "third rail" road in the world, and, although an experiment, it seems to be a perfect success.

THE ELITE BOWLING ALLEY

Is now open to the public. Finest alleys in the State. Special rates made for private bowling parties. Special day for ladies, only every Tuesday from 2 to 4 p. m. All ladies cordially invited.

CROZIER & BONDURANT, Proprietors. PADUCAH KY. 326 BROADWAY.

THE SUN

Nothing New Under the Sun.
All That's New in The Sun.



DON'T KICK AT HIGH PRICES.

Our Line of Men's FINE SHOES Are Always in the LEAD.

\$3.50 Men's Vici Kid Lace or Button new Spring Styles in Shoes.
\$4.00 Men's Patent Vici Kid Late Up-to-date toe Broadway Last.
\$2.00 Men's Kolt Skin Lace or Congress, Coin Glaze and Glove toes.
\$2.50 Men's Vici Kid Good-year welt globe & coin toe Lace Shoes.

NOTICE OUR WINDOW DISPLAY.
LADIES ASK FOR OUR NEW PARIS LAST.
COCHRAN SHOE CO.
435 BROADWAY. - Next Door to Racket Store.

Best British Brushes.

At prices and quality lowest to the highest
McPherson's 4TH & BROADWAY

SPRING

Everything in new and trappings. Give

Thompson's Tailor

Our pleasure to show

LOCAL

—The speaking Concert yesterday d the crowd being too
—FOR Dr. Pendle
—Chas. Denny fled suit in the circuit the McKinney Vi company for \$236.4 count.

—Soule's for pro
—John Montgomery had both feet amput hospital, continues
—Typewriters, Remington and a for sale at bargain son.

—Chief Jas. W. department, was to the new nozzles at but will await weather.

—Mr. I. M. Br meeting at the church tonight at
—Pure drugs Soule's.

—Passions-Gospel Evangelical Lutheran Church, 704 Fourth street, to attend this sermon, pastor.

—Pure drugs Soule's.

—Engineer H. on Engineer Joe time of the Cluff recovered sufficient hospital.

—DR. POST South Fourth street city hall; phone

—The W. C. day after tomorrow at Jas. Koger, 725 members are un

WOULD Sister—Who to put you in Bobby—Not

Fifth anyw ing place for life. The sh be as near Half the wor dom the oth that the world would the cry of the antise

Nursing In each beehive are a num nursing bees, who do not go gather honey, but look after the young, and a certain number always told off to ventilate the hive. These stand close to the entrance and fan strongly with their wings.

SPECIAL REAL ESTATE INVESTMENT. Special bargain in three double houses renting for \$45 per month, including large coal yard, office and business. All for \$3,000. Pays big per cent without any coal business.

WHITTEMORE'S 430 Broadway Agency.

GUN CLUB MEETING. All members of Paducah Gun club are requested to meet at city hall tomorrow evening, Thursday, March 21, at 8 o'clock. The object of this meeting is to receive reports from committees and to conclude reorganizing.

FATAL MISTAKE

Two Fast Freight Trains on the I. C. Collide Friday Morning at Clay Switch, Ky.

POPULAR ENGINEER DICKE KILLED

The Operator at Mayfield, Let One Train Go By—Three Killed and Several Badly Injured In the Wreck.

MUCH DAMAGE—ENGINEER DICKE A HERO

From Friday's Daily.

A terrible head-on collision occurred on the Illinois Central between 1 and 2 o'clock this morning at Clay Switch, Graves county, about 27 miles below Paducah, resulting in the death of Engineer Joe Dicke, of the city, Fireman Ed Hamlett, of Fulton, and Fireman Ary Newman, of Newbern, and the serious injury of Engineer Joe Bornschein, Engineer W. H. Haselhouser, of Oskosh, Wis., who was with Engineer Dicke learning the road and brakeman Will Robinson, of Paducah, of 182.

The second section of No. 151, south bound, in charge of Conductor Parker, Engineer Bornschein, Fireman Newman, engine 604, with 15 cars, and the first section of No. 182, north bound in charge of Conductor Flack, Engineer Joe Dicke, Fireman Hamlett, engine 312, with 17 cars, were going at a high rate of speed. The operator at Mayfield had an order for 151 to wait there for 182.

Failed to deliver the order, and let the train get by.

THE FATAL CRASH.

About three miles below, at 1:50 a. m., the fatal crash came. There was an awful shock, and cars were instantly piled in every direction.

The hissing steam, cries of the frantic trainmen and the general confusion that reigned in the awful darkness were too terrible to describe.

The collision tore down the wires and there was no way to obtain anything definite until about 7 o'clock this morning.

The body of Engineer Dicke was found in the wreckage, as were those of his fireman.

Engineer Haselhouser, who was in Engineer Dicke's cab learning the road, miraculously escaped with an injured right arm and shoulder.

Brakeman Will Robinson, colored, of the 182, was also badly hurt about the hip.

Neither conductor was injured.

PROMPT ASSISTANCE.

The wreck was sent out from Paducah at once, with Chief Sargeant Murrell and Dr. J. Q. Taylor in charge.

Upon reaching the scene everything possible was done for the sufferers, and the bodies of Engineer Dicke and his fireman and those who were injured were brought in at 8:10 o'clock on a special train consisting of an engine and two cabooses.

Owing to the blockade, resulting from the almost total demolition of eleven cars, the "cannon ball" from Louisville went to Memphis over the N. C. and St. L. tracks, leaving Paducah at 4 o'clock in charge of Engineer Pat Grogan, with Engineer Barksdale, of the N. C. and St. L., as "pilot."

It was estimated that ten hours

would be required to clear the track.

ENGINEER DICKE A HERO.

Engineer Dicke's last act was one of heroism. He and Engineer Haselhouser, the latter as stated above, riding with him to learn the road, saw the approaching train, and Engineer Dicke told his companion to jump first, standing behind him to follow.

Engineer Haselhouser jumped, and was saved, but it was too late for Engineer Dicke, who was swallowed up the next instant in the wreck of his own engine, and a coal car.

Will Robinson, the colored brakeman, was pinned down on top of Engineer Dicke, and says the latter lived two or three minutes, both being underneath the coal. He was rescued later.

Engineer Joe Bornschein was not seriously hurt, although the first reports were that he was dead. His arm is injured, his collar bone broken and there is a painful wound on his scalp and chin.

Engineer Dicke was not mangled, there being only one wound, it being on the left side of his chest.

Fireman Newman died on the way here, both legs being mangled.

Fireman Hamlett's remains were taken to Fulton, where he lived.

THE OPERATOR.

Operator Drummond, whose mistake caused the fatal wreck does not seem to know how he happened to let the train get by. He is a young man who has been at Mayfield for quite a while in charge of the night office.

The track was not cleared until after noon today and the train from Memphis was about three hours late.

This afternoon the injured at the Illinois Central hospital were reported resting easy.

The remains of Fireman Newman will be taken to Newbern for interment.

The death of Engineer Joe Dicke came as an awful shock to his hundreds of friends here, and was learned with equal regret all up and down the road, wherever he was known.

For years he had run on the road, had ever been faithful, sober and industrious, and had the respect of everybody who knew, and liked him for his many sterling qualities. He was unmarried and would have been 33 years old the 17th, next Sunday.

He leaves besides a mother, three sisters, Mesdames Harry and John Williamson and Miss Flora Dicke, and three brothers, Messrs. John, Will and Henry Dicke. He was one of the most popular members of Paducah lodge of Elks, and also of the Railway Brotherhood.

Engineer Dicke was scarcely ever in an accident, and had a liberal offer a few days since to go to the K. C. road, and was thinking seriously of accepting it when death overtook him. He went out on his run last Tuesday.

The remains were embalmed at

Effinger's this morning preparatory to being taken to his home on West Broadway.

Engineer Dicke's funeral will take place Sunday afternoon under the auspices of the Elks and he will be given a burial befitting a hero who sacrificed his one chance of escape from instant death that another's life might be saved.

Those who are acquainted with Engineer Dicke and know his goodness of heart and nobility of character know he would do the same thing again if he had lived to see an opportunity to thus helping a fellow man. More definite announcement of the services will appear later.

The hearse, preceded by a large delegation of Elks, escorted the remains to his home at 2 o'clock this afternoon.

From Saturday's Daily.

Passengers in from Mayfield at noon report that Operator Drummond, about collapsed from the strain, which he has been subjected since the wreck.

His explanation is that he had the two train orders for Conductor Parker's train together and when the latter called for them handed him what he thought was the order for him to wait at Mayfield. The conductor asked "Is that all?" and receiving an answer in the affirmative, said "Good night" and left.

Operator Drummond discovered his mistake almost immediately, and ran out to stop the vanishing train. He tried every possible way to flag it down, but it was out of reach. He then tried to stop it by telephone, but could get no answer. He notified the dispatcher at Memphis of the mistake, and was told to try again to stop the train by telephone. When he again went to the telephone he found it "open," or that the wires were all down, and knew then that there had been a wreck. In his behalf it is said he has always been quick and attentive to his duties, and that while the consequence of his error is awful to contemplate, he is only human, and is liable to mistakes like everybody else, and simply made a mistake as others may do at any time.

A peculiar chain of circumstances seemed to lead Engineer Dicke to his fate. His run on 182 was taken over by Engineer Shogren, from Memphis, but Engineer Dicke insisted on his own run, and at Fulton the dispatcher ordered the exchange which placed Engineer Dicke in charge of his own ill-fated train, and Engineer Shogren was ordered to the engine Engineer Dicke had vacated. Then the presence of another engineer on the engine prevented Engineer Dicke from saving himself by jumping, he compelling his friend to jump first.

It is estimated that the damage to rolling stock and losses that will have to be sustained by the road, will aggregate \$100,000. The locomotives will be brought in today. They were so tightly wedged together that two locomotives could not pull them apart.

From Monday's Daily.

The funeral of the late Engineer Joe Dicke took place yesterday afternoon at 2:30 o'clock from the St. Frances De Sales church, and the large concourse that offered their last respects to the dead was the most eloquent tribute that could be paid this popular young man.

The Elks took charge of the remains at the house on West Broadway and escorted them to the church. After the divine service they led the cortege to Eleventh and Tennessee streets, at which place conveyances were in waiting to convey them to Mt. Carmel where the remains were laid to rest. The funeral was one of the largest ever witnessed in Paducah, and adequately attested the esteem in which Mr. Dicke was held. The floral offerings were very beautiful.

Mr. Ed Thomas, in Saturday's Fulton Leader paid Mr. Dicke the following touching tribute, which will find a responsive echo in the hearts of all who knew him.

"The gulf of difference fixed between a gentleman—a real man, brave, generous, polite, heroic—and the common herd is vast indeed; and when we observe an example of the former, it is helpful, encouraging, as

Grand Spring Carnival of Fashions at the BAZAAR.

MOST EXCLUSIVE STYLES. MOST REASONABLE PRICES.

Skirts. Tailor Suits. Fine Dress Waists.

Just Received—The most complete line of Fine Spring Dress Skirts shown in the market. They comprise all the new materials, Venetians, Fine Broadcloths, Doeskins, Crepons, and fine silk and satin importations. Complete line of Fine Silk Skirts from \$3.98 to \$20.00. Less than the cost of materials alone.

Complete line of Worsted Skirts, Blacks and colors, 98c, \$1.49, \$2.00 \$2.50 up to \$10.00.

150 Fine Golf Skirts, nicely made, regular price \$2.50. Our price while they last, \$1.50.

250 Fine extra quality Golf Skirts beautifully made, with pockets, regular price \$1.00. While they last, \$3.98.

25,000 Percalé Shirt waists—sample line—regular 75c quality. While they last, 38c.

Fine Woolen Waists—Fine Silk Waists and Fine Satin Waists.

Ask to see our Fine Silk and Satin Waists beautifully made at \$2.98. Sell elsewhere for \$1.50.

Just Received—25 cases new Spring straw Sailors, Blacks and Whites, regular 50c quality. Your choice while they last for 25c.

Our Complete Line of Fine Hair Goods Reduced for This Sale. \$2.00 hair braids, \$1.00, \$3.00 hair braids, \$1.50, \$5.00 hair braids, \$2.00. Pompadour Rolls in all sizes and colors, 15c and 25c.

Latest novelties in Belts and Hair Ornaments.

Don't Mistake the Place.

THE BAZAAR,

215 Broadway, Paducah, Ky.

Politeness, gentlemanliness, generosity, intent and spirit, heroism, cost nothing, but are of countless, limitless value. They are pearls that make the common clay of life sparkle; they are the sunbeams that drive away the cloudy mists that frequently over us hover; they stimulate hope and courage when otherwise we would be discouraged and hopeless.

These reflections are occasioned by the brave heroism displayed by Engineer Joe Dicke under circumstances so trying when he met his death Friday morning. Sometimes upon the approach of death we learn to know men better and see in them some of the splendid virtues above mentioned which had not been so potent before. Mr. Dicke was well known here. He was known by the writer to be a splendid gentleman, a kind man, more willing to accommodate than to be accommodated, a gentle, kind, unassuming man. But it remained for him to demonstrate his courage, manliness and heroism in death more than he ever was able to do in life, and this is how he did it.

Engineer Haselhouser was riding in the cab with Mr. Dicke when they observed the approaching train with which they were certain to collide, and which meant death to those yet upon the engine. They both reached the opening from which they could jump and possibly save their lives at the same time. Both engines were advancing upon each other at a terrific speed and with terrible roar. The collision, crash and death would come in an instant. Both could not escape at the same time and no time was to be lost if either was to be saved. Both might jump, and it was certain that one could. With as much coolness and bravery as if the surroundings were the most ordinary, Mr. Dicke said to his comrade, "You jump first." He did so and lived. Dicke never had time to jump and was crushed to death in a moment.

"It requires the highest degree of courage to be such a splendid, self-sacrificing hero. There are many of them in the world, but not enough. May this example be treasured and reflected upon by all to whom it is known; and may such reflection thereon assist others to be as heroic and brave as was Joe Dicke, and as all must know he was in every circumstance and relation of life."

Proofs of photographs taken at the week were received in the city today.

Engineers J. J. Bornschein and Haselhouser and Brakeman Robertson, who were injured in the wreck last Friday, are slowly improving at the railroad hospital. Engineer Born-

schein will probably be able to be taken home this afternoon.

"It's amusing how ignorant most people are about the railroad business," remarked a prominent official yesterday. "I notice one of the papers said as the operator at Mayfield was under age, the railroad would have to bear all the responsibility of the accident. Now the railroad has to bear the responsibility of accidents resulting from carelessness of any of its employees, whether they are 18 years old or 80."

"Another thing, I hear people blaming the operator who made a mistake recently and caused an accident. Show me the man who isn't liable to mistakes! People perhaps don't know that a railroad telegrapher has dozens of opportunities a day to make mistakes and perhaps ten times as many as people in other vocations, yet how few of them does he make! Dispatchers handle scores of trains with hundreds of lives and thousands of dollars worth of property, every day, and the operators are their indispensable assistants. Oftentimes there is as much importance attached to the delivery of a train order as the making of one, hence almost an equal performance."

"It is more remarkable than in any other calling. People forget the thousands of times railroad men do not make a mistake in the contemplation of one error. There will be mistakes in railroad just the same as in any other business as long as railroad men are mere humans."

Several of the railroad boys became somewhat alarmed at the wreck last Friday and talked of quitting, which gave rise to the rumor that 25 of them had resigned. It is said that Engineer Joe Bornschein had not returned to railroading. He had been thinking of going into business for some time before his recent call. Engineer Dicke, who had amassed quite a competency, had for the past two or three years been thinking of giving up railroading.

TOMATOES WANTED.

The Paducah Canning Factory will pay 22 1/2 cents per bushel for all tomatoes delivered at the factory this season. Contracts wanted for 100 acres. Call at once at my office at the Palmer House for contracts. Leave word at hotel office, if I am not in.

GEO. H. DAINS, President, Paducah Packing Co.

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FIRE SALE CONTINUES

AT

BLEICH'S.

We are offering great bargains whether damaged or not.

We Will Sell For

A FEW DAYS ONLY!

Eight Day clocks that you pay \$3.50 to \$5 for will be sold for \$2. Other goods in proportion.

FOR CASH ONLY.

Jno. J. Bleich,

224 BROADWAY.

New Spring Goods

Are arriving daily, and such a fine assortment you never saw before. We have without

doubt a line of the very best and eventually make the goods of the season no terrors for the woman who takes in.

Things of the season, and to maturity with little or no pain. A completely cures all the troubles familiar to the generative organs for pro

druggists sell \$1.00 bottle

ELEY DRY

or by Saffron.

Lee Walters, arrested here a few weeks ago for false swearing, has been indicted by the grand jury.

REVIVAL AT EVANSVILLE.

Evansville, Ind., March 20.—The Rev. Dr. Perryman, of Paducah, Ky., is conducting revival services at Galvary Baptist church, in this city. He is a well known evangelist and is awakening wide interest.

DISSOLUTION NOTICE.

The firm of Klein Bros. has been dissolved by mutual consent, Isadore Klein retiring, Joe Klein continuing the business, assuming all liabilities and accounts due the

firm of Klein Bros.

Isadore Klein, 331 Broadway.

Joe Klein, 331 Broadway.

Isadore Klein, 331 Broadway.



Figuring to Fit.

With each garment we make goes our guarantee of its superiority in

FASHION,

FIT AND

FABRIC.

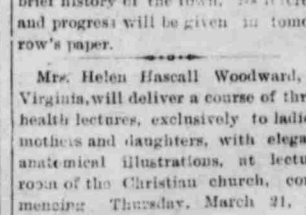
Spring patterns and spring styles new and handsome, and we

hold inspect soon.

riedman, The

331 BROADWAY.

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